

CORRECT AUTO WEAR

The Motor Costume Much Improved Nowadays.

COATS FOR COUNTRY RUNS.

A Large Outfit Needed by the Confirmed Motor Woman.

The Fast of lightweight silk rubber especially suited for motor wear. Made simply and stylishly—No need to the fast coats in heavy linen—available Motor Coats of checked and plain woads—leather an accepted material in the estimation of the Motor Coat Designer. Stuffed sweaters.

The motor costume has become as much a matter of course in the fashionable woman's outfit as a walking frock or a dinner gown, and with the general demand for such apparel has come a tremendous improvement in the quantity and quality of the supply. It is still possible to wear a freshish motor toilet, but is not necessary, and though some women are slow in learning how to dress for motoring, the



OF PONGEE.

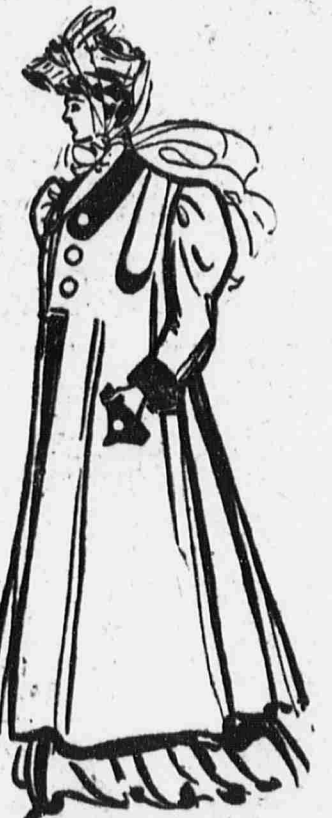
percentage of correct and sensible dress, has increased in a most encouraging manner.

Naturally there is a distinct line of demarcation between the proper costume for touring or country runs and the suitable apparel for short runs and town wear, but even when one intends only to spin about town streets in an open car it is a comfortable thing to be protected from the dust that is the inevitable accompaniment of motoring and to have a hat anchored so securely that it need not be held on.

The confirmed motor woman is likely to have a number of motor coats and hats adapted to different occasions and to varying conditions of weather, but the woman who motors only occasionally, or who has but a limited dress allowance, despite the fact that the family supports a car—or perhaps because of that fact—tries, with more or less success, to make one motor costume answer all purposes. Her problem is a hard one and can only be approximately solved, for no one coat will be comfortable and presentable in all weathers.

Perhaps the coat of lightweight silk rubber will come the nearest to fulfilling all the requirements. There are objections to it, of course. It does smell rubbery, and though one hears much of "non-odorless" rubber, the thing exists only in the imagination of the talker.

Much has been done to lessen this disagreeable feature of rubber garments, and the modish rubber coat of to-day has comparatively little odor, but that little is plainly perceptible and it is to be hoped that the manufacturers will ultimately be successful in their efforts to eliminate



OF NATURAL PONGEE.

the one unpleasant feature of the new silk and satin rubber. Possibly one may reckon the warmth of the material as another disagreeable feature, but even in summer the breeze raised by motoring makes a fairly warm coat tolerable and the rubber in its lightest form is so thin that it is not very hot, in spite of its airtight quality.

Crepe de chine with rubber backing is the thinnest thing in the silk rubber line and charming coats are made in this material, which when furnished by a trustworthy house is guaranteed proof against the hardest rain as well as shower proof. This is not true of some inferior rubber materials, and it pays to go to a good dealer

and pay a fair price when one is buying a rubber coat.

The high luster, satin surface rubber is a trifle heavier than the crepe and this silk rubber and some women prefer it for this reason, contending that it keeps a tailored shape better than the lighter rubber and looks more severely smart; but on the whole the lighter weight is now preferred. Both the crepe and the silk rubbers are soft and supple enough to be handled exactly as cloth or silk would be, and the tailors display great ingenuity in obtaining original effects, within a scope necessarily limited by the purposes for which the garment is designed.

All the fashionable colors are furnished

and are in combination with cloth or crepe.

Less decorative than the silk rubbers, but very sportswomanlike and serviceable for really bad weather, are coats of heavy, putty colored rubber in dull finish, with, occasionally, a relieving note of dull red rubber in collar, cuffs and pocket flaps. Regulation skirts are made for women and these are sportswomanlike who think it necessary to don some such rain coat over a costume that does not pretend to be rainproof than to wear a general utility coat of silk rubber.

While the rubber coats are the only truly rainproof motor garments, there is a large line of shower proof coats in cravenetted

admirable but the chief secret of the model's individuality lay in the hood, which from the front gave the effect of a shoulder strap or epaulet of the crepe; but in the back fell in a capeline, lined with silk matching the cloth in color. This hood was so cleverly cut that it could be raised to protect the hat or hair and when so worn, its shoulder straps formed a close fitting standing collar, protecting the throat and holding the hood in place.

Hoods of one kind or another appear on many of the cloth and the silk coats and are often the most attractive features of the coats. For example, a long capeline that

rest, and these straps in place from the shoulders of models, which despite their cheapness are a vast improvement upon the lean duster of older times, to such attractive creations as the one just described.

A linen coat, no matter how well made and finished, cannot be expected to give the service one may count upon from a coat of rubber, cloth or silk, unless, indeed, the coat is intended for rubbing, and then one cannot look for much suppleness after the first laundering. There are, however, some very pretty and inexpensive coats in plain blue lines of the rather light, dull tones, made quite simply, in tailored coat form and finished simply with stitching



AUTOMOBILE COATS OF SHOWER PROOF CHECKED WOOL, OF BROWN MOHAIR, OF GRAY PLAID TAFFETA AND OF NATURAL PONGEE.

materials, and many of these are particularly modish in design and effect.

The most attractive, though not the most pretentious coat in the extensive collection of a house noted for its motor garments, is a coat of plaid tweed, in soft shades of gray which blend into a soft tone dark enough not to show dust readily yet light enough to be becoming.

The material has been put through the cravenette process, so that it is shower proof, though very light of weight, and there is not a particle of trimming on the model, save what is furnished by the self strapping and the self tabs running through slits in the cloth and held by gray pearl buttons. It is in cut, and in little original details of strapping, pockets, buttons, etc., that the smartest type of motor coat attains its individuality and cachet, and these details stamp a garment with distinction far more effectively than any conspicuous color or trimming scheme.

A tan covert motor coat, sketched here, as was the gray check coat just described, was an excellent illustration of this point. It was the most quiet and unpretentious of coats; yet it stood out among the other more showy models with a distinction that made many a woman stop to prize it.

The covert had been cravenetted, but that process does not alter the appearance of the material. The coat was of the ordinary five-eighths length and buttoned, double breasted, with large buttons echoing the coloring of the cloth.

The cut and strapping of the coat were

mobiling, was braided in silk braid matching the tussor, but had a picturesque draped hood which furnished a touch of vivid color by its lining of apple green chevron taffeta, and wide soft scarfs of the green taffeta brightened the fronts of the coat.

The scarf plays an effective part in a large number of the imported models, though it is an accepted law that nothing on a truly chic motor coat should flutter and wave about enough to be an annoyance to the wearer or to her companions. A plainly tailored coat of black and white checked wool which has found considerable favor owes its novelty to scarfs of black taffeta, which pass through diamonds formed by strapping on each shoulder and fall straight to the waist line.

Another popular model, which, by the way, though a copy of an expensive imported model turned out by a famous Parisian tailor, is of moderate price, has a short scarf of black taffeta, knotted at the throat, and both cuffs and collar are faced with black silk. This model, as may be seen from the sketch which reproduces it, is severe of line and a trifle shorter than the average motor coat.

It is cut upon modified Empire lines and is made in both tussor and coarse string colored linen. In the latter material, with the black silk trimming and large burnished gold buttons, this is a remarkably knowing coat for either motoring or driving and would make a desirable travelling wrap as well.

Of dust coats in heavy linen there is no

and big, heavy white pearl buttons. Such a coat is cool and becoming on a hot day, so long as it stays fresh, and even after it is laundered these same qualities of coolness and becomingness will to a considerable extent offset the loss of shape through shrinking and ironing. Not only in blue, but in all the natural linen tones, in dull rose and in lavender these models are shown; but they are at their best in the blues.

Mention has already been made of the checked and plaid wools. These materials are much favored for the serviceable motor coat, and though there is a surplus of black and white and gray on the spring fashion programme, the checked and mixed tweed and other loosely woven woollens in these tones are the most popular motor coat materials in this class.

The fastidious woman will fight shy of the rather conspicuous black and white block checks although there are many well tailored coats in these stuffs; but the broken checks and plaids in soft mixed grays or blacks and whites are legion and some of them are admirably adapted to the mannish motor coat.

Leather is an accepted material in the calculations of the motor coat designer, but is not so important in the summer outfit as in the winter costume. One may find leathers almost as supple as cloth and in as wide a range of colorings but leather is, of necessity, a warm material and not well adapted to hot weather.

For rough wear, however, nothing sur-

passes it, and very jaunty coat and skirt costumes in soft brown leather are exhibited, the coat cut much like the over popular pony coat, and the skirt either plainly gored or, like the skirt of the model pictured here, cut in separate sections, each flaring more widely than the one above and each stitched smoothly to the one below it, in wide shallow scallops.

Waistcoats of soft leather are practical things even in summer, and are made in the suede finish leathers and cut to resemble a man's waistcoat, the backs being usually of silk or satin, though in some models the backs are of the leather for warmth's sake. A few French motor costumes of cloth have collars and cuffs of contrasting

better than that of a sleeve closing tightly at the wrist with a wristband.

A high turn down collar is the favorite collar model, but there are various arrangements for adjustable collars which may be worn snug and high or comparatively low; and, occasionally one sees a collarless coat, protection of the throat being left to the swathing veil or hood.

An exceptionally attractive coat of this type is on view in a Broadway shop, and is made in one of the Oriental silks of a warm ecru that is almost a buff and not quite dark enough for safe as a suit.

The color is delicious, and black satin set in under tabs of the silk and finishing neck and sleeves gives just the relieving note needed. Another model of similar material and cut is in strawberry color, and, though neither coat is remarkably serviceable, the material sheds dust readily and the coats are practical enough for town motoring and for driving in pleasant weather.

Taffeta coats in plain and in shot color effects will be used, though hardly so well liked as the pongee class of silks, and the manufacturers are offering spot proof taffeta that will not spot with rain, though of course it is not water proof.

Empire models are few, as compared with the output of last year, the tendency being toward loose mannish garments hanging straight and ample from the shoulder or from a short yoke and full cloak-like models with hood and draped sleeves. Not many belted shapes are seen, but there is, occasionally a coat of this type which



GREEN AND BLUE PLAID.

leather and separate waistcoats of corresponding leather.

There are white leather collars and cuffs on some of the silk rubber and the cloth coats, but white leather, while effective upon certain colors, requires constant cleaning and is a decided nuisance.

Mohair dust coats are among the most practical models for motoring, and now that mohairs are so improved in softness and quality, the material is attractive as well as useful. Imported coats of extremely chic designs are shown in brown, gray and blue mohair, and we have secured a sketch of one such model whose cape like outer sleeve and shoulder adjustment gave it much originality.

The ordinary sleeve chosen for the motor coat is a roomy coat sleeve which has at the bottom a piece of silk set inside the sleeve and shirred on a rubber so that the hand may be passed through, but the rubber will close tightly around the wrist and keep out the wind and dust. This same contrivance is found in all sleeves which do not fit closely at the hand and the effect is



OF WATERPROOF SILK.

merits notice, as was the case with the belted model shown in one of the cuts.

As a rule a belted model does not slip on readily over any sort of frock, as does the coat loose from the shoulders and the latter lines are preferable for general wear.

The knitted motor sweater, falling straight and not belted, is sold both with sleeves and without, and if the summer girl can have only one motor coat it is wise for her to buy one of lightweight and supplement it with a sweater or waistcoat when more warmth is necessary, instead of choosing a coat that will be too heavy for comfort on very warm days.

To-morrow We Inaugurate the Most Important Selling Event In the Annals of the Forsythe House.

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AT \$7.50 THAT ARE WORTH \$12.50

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